SUPREME COURT OF HONG KONG 12 JAN 93


# The Hongkong Telegraph.

No. 3345 THURSDAY, JANUARY 12, 1893. SIX DOLLARS PER QUARTER


## Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital ..... £1,000,000
Subscribed Capital ..... £ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—

D. Gillies, Esq. | ChowTungShang, Esq.
Chan Kit Shan, Esq. | W. Wotton, Esq.
C. J. Hirst, Esq. | Kwan Hoi Chuen, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

*Branches.*—London, Yokohama, Shanghai, Amoy and Foochow.

*BANKERS:*—
The Commercial Bank of Scotland.
Parrs Banking Co., and The Alliance Bank (Ld.)

Interest for 12 months Fixed, 5 per Cent.
" 6 " " 4 "
" 3 " " 3 "
CURRENT ACCOUNTS 2 "
Hongkong, 12th December, 1892. [8

NEW ORIENTAL BANK CORPORATION, LIMITED, (IN LIQUIDATION).

PAYMENT OF FIRST DIVIDEND.

NOTICE is hereby given that a FIRST DIVIDEND of 20 Per Cent. will be PAYABLE ON APPLICATION, at the Office of the NEW ORIENTAL BANK CORPORATION, LIMITED, IN LIQUIDATION, on and after the 16th inst. to all Creditors whose CLAIMS have been received and admitted.

Deposit Receipts, Bills of Exchange, &c., must be handed in before the Dividend can be paid.

E. W. RUTTER,
Attorney for the Liquidator.
Hongkong, 3rd January, 1893. [62

## Insurances.

THE STANDARD LIFE ASSURANCE COMPANY,
ESTABLISHED 1825.

INVESTED FUNDS ..... £7,000,000 Stg.
ANNUAL INCOME ..... £ 900,000 Stg.

BOARD OF DIRECTORS, SHANGHAI:
AUGUSTUS WHITE, Esq.
F. H. BELL, Esq.
JAMES L. SCOTT, Esq.
NEIL MACLEOD, Esq., M.D., Medical Officer.

W. T. PHIPPS, Esq., Chief Agent.

AGENCIES:
*Amoy*—Messrs. Brown & Co.
*Canton*—Messrs. Rowe & Co.
*Chefoo*—Messrs. Cornabe & Co.
*Foochow*—Messrs. Phipps, Phipps & Co.
*Hankow*—Messrs. W. Forbes Sharp & Co.
*Kobe*—Messrs. Browne & Co.
*Nagasaki*—China & Japan Trading Co., Ld.
*Newchwang*—Messrs. Bandinel & Co.
*Ningpo*—Gustav Kultzau, Esq.
*Peking*—Dr. Dudgeon, Medical Officer.
*Swatow*—Messrs. Bradley & Co.
*Tientsin*—Messrs. Wilson & Co.
*Yokohama*—Messrs. Fraser, Farley & Co.

The Standard is an old and wealthy Scottish Office, well-known throughout India and the East, and has acquired a marked character for sound and liberal management.

DODWELL, CARLILL & Co.,
Agents, Hongkong,
679—5] Standard Life Office.

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on favourable terms.

Current rates, and a guaranteed Bonus equal to that paid by the local Offices.

S. J. DAVID & Co.,
Agents.
Hongkong, 1st November, 1892. [380

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000, EQUAL TO ..... $833,333.33.
RESERVE FUND ..... $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq. |

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. 869

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED ..... $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.
HEAD OFFICE.
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [149

## Notices of Firms.

NEW FIRM.

A. E. SKEELS & CO.,
Telegraphic Address "SOBRINOS," Hongkong, (A.B.C. Code 4th Edition.)
COMMISSION MERCHANTS, AUCTIONEERS AND VALUERS.
No. 17, PRAYA CENTRAL,
Under Messrs. Douglas Lapraik & Co.'s Office.
Hongkong, 7th January, 1893. [77

NOTICE.

MR. H. H. KIRCH has this Day been admitted a PARTNER in our Firm.
EDUARD SCHELLHASS & Co.,
Hongkong, China & Hamburg.
Hongkong, 1st January, 1893. [55

NOTICE.

MR JOHN HUGHES LEWIS is AUTHORISED to Sign our Firm from this date.

DOUGLAS LAPRAIK & Co.,
Hongkong, 20th December, 1892 [1866

## Amusements.

KNOW THYSELF!

THE GREAT ANATOMICAL MUSEUM, which no one should fail to visit, is now open for a short time only, at Duddell Street, opposite Lammert's Auction Room.

This Museum will be found both useful and instructive. Approved of by Medical Professors of the Highest Standing.

Great reduction of Charges to the most WONDERFUL PANORAMA is also open in the same Street.

The PANORAMA consists of VIVIDLY ILLUMINATED SKETCHES of the GREATEST WARS of the WORLD, and the scenes of the late terrible Earthquake in Japan, &c., &c., &c. Open daily from 11 A.M. to 11 P.M.

PRICES OF ADMISSION:
To the Museum, Adults ..... 30 cents.
To the Panorama, Adults ..... 20 "
" " Children under 10 ... 10 "

A. NAFTALY, Proprietor.
Hongkong, 3rd January, 1893. [86

THEATRE ROYAL,

CITY HALL, HONGKONG.

THE "SONS OF NEPTUNE,"

In the Original, Sparkling, and Novel Nautical Entertainment, entitled

"THE VOYAGE OF H.M.S. "ALBACORE,""

IN TWO ACTS.

Will give by Special Request two more FINAL PERFORMANCES, on

SATURDAY, 14th January, 1893,
AND
THURSDAY, 19th January, 1893,

By kind permission of Lieut.-Col. RAVENHILL and the OFFICERS of the SHROPSHIRE LIGHT INFANTRY, the BAND will perform.

*N.B.*—Proceeds will be handed to local Charities.

Doors Open at 8.30 P.M.
Performance at 9 P.M. precisely.

PRICES:
Dress Circle and Stalls ..... $2.00
Pit ..... 1.00

Soldiers, Sailors and Police in uniform Half Price.

Tickets can be obtained at Messrs. LANE, CRAWFORD & Co., where Plan of Theatre can be seen. Books of the Words can be purchased at Messrs. NORONHA & Co., Zetland Street, Price 20 Cents.
Hongkong, 10th January, 1893. [88

## Intimations.

HONGKONG RIFLE ASSOCIATION.

MR. SASSOON'S CUP will be Shot for on SATURDAY, the 14th inst. Ranges 200 and 300 yards. Time, 3 P.M.

ED. ROBINSON,
Hon. Secretary.
Hongkong, 12th January, 1893. [51

SAI-PANG COALS.

THE Undersigned begs to inform the Public that he has appointed HOP-WO-LOONG as Agents in Hongkong for the Sale of the SAI-PANG COALS of the HONDO COAL MINES, Japan.

KONOMI TAKASUKE,
Owner of the Hondo Coal Mines.

WE the Undersigned are ready to supply COALS of the above Mines, weight and quality guaranteed, in any quantity with the quickest dispatch.

HOP-WO-LOONG,
Agents for the Hondo Coal Mines,
Nos. 36 & 37, Praya Central.
Hongkong, 26th August, 1892. [855

KING WO CHEONG.

COAL MERCHANTS, SHIP'S COMPRADORES, STEVEDORES, &c.

Have for Sale a cargo of pure AKAIKI COAL, ex S.S. "LENNOX."

MR. J. W. BOYD, Superintendent at Kowloon Docks, reports that AKAIKI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.

For full particulars as to price, &c., Apply to

KING WO CHEONG,
No. 32, Praya Central.
Hongkong, 17th November, 1892. [731

TAKLEMA COLLIERIES COMPANY, MOJI.

THIS Company having appointed the Undersigned AGENTS for their Coal, (TAKLEMA AKAIKI) in Hongkong, they are prepared to supply Coal ex-Ship, ex-Godown, or trimmed in Bunkers, at prices to be had on application.

Copies of Reports and Analysis to be seen in the Office of the Undersigned.

CHEE ON & Co.,
Sole Agents,
Nos. 21 & 22, Lee Yuen Street, East.
Hongkong, 26th September, 1892. [933

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ships' Owners and Captains, who coal their bunkers direct from the Undersigned:—

FRESHNESS of the coal.
UNIFORMITY of quality.
FREEDOM from impurities.
Supply in any quantity on shortest notice.
Quick despatch.
BEST of weight, etc., etc.

MITSUI BUSSAN KAISHIA,
Sole Agents.
Hongkong, 5th September, 1892. [865

## Intimations.

LANE, CRAWFORD & CO.

*HAVE RECEIVED THEIR NEW STOCK OF*

SADDLERY

Racing Saddles 3 lb. & 5 lb., Saddle Cloths, Weight Cloths, Clothing, Bridles, Racing and Driving Reins.

JOCKEY WHIPS, DRIVING WHIPS.

Surcingles, Girths, Rollers, Stirrup Leathers and Webs, Headstalls, Cruppers, Martingales, Halters Hunting Crops,

POLO BITS.

Box Spurs, Racing Spurs, Hunting Crops.

STABLE BRUSHES AND REQUISITES.

Riding Boots, Jockey Boots, Boot Tops, Boot-top Liquid, Saddle Soap, Brown Leather Paste.

LANE, CRAWFORD & Co.

Hongkong, 28th December, 1892. [1071




THE FINEST HOTEL IN THE EAST.

*(Under the distinguished patronage of the Imperial Household.)*

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokoy Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokio are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their head-quarters.

RATES, $3 TO $4.50 PER DAY.

C. S. ARTHUR,
[166 Manager.

KELLY & WALSH, LD.

IMPORTERS OF CIGARS, TOBACCOS AND CIGARETTES.

*Fresh supplies to hand of the following popular Brands of*

TOBACCOS.
Wills' Three Castles.
Wills' Gold Flake Honey Dew.
Wills' Traveller Brand.
Pioneer Brand.
Capstan Navy Cut.
Ogden's Best Bird's Eye.
Ogden's Silver Vell.
Ogden's Navy Cut.
Ogden's Fruit and Honey.
Dollar Brand.
Happy Thought.
Golden Eagle.
Star Mixture.

☞ ALL OUR BRANDS OF TOBACCOS AND CIGARETTES ARE GUARANTEED ABSOLUTELY FRESH AND WILL BE EXCHANGED IF FOUND OTHERWISE.

CIGARETTES.
Sweet Caporal.
Kinney's Straight Cut.
Otto de Rose.
Ogden's Yellow Push.
Ogden's Bird's Eye.
Three Castles.
Wills' Firefly.

MANILA CIGARS.
Compania General Eranda.
Londres.
Regalia Britannica.
Regalia Imperial.
Orientales.

KELLY & WALSH, LIMITED
QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 5th January, 1893 [7

MOUTRIE, ROBINSON & Co.
(UNDER HONGKONG HOTEL) HONGKONG.

PIANOS ON HIRE
FROM $8.00 PER MONTH INCLUDING TUNING.

PIANOS TUNED—Single Tuning...$5.
do. do. Every alternate month...$25 per annum.
do. do. do. month ..... $48 do.
INCLUDING ALL MINOR REPAIRS AND THE KEEPING OF THE PIANO IN GOOD CONDITION. [581

CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

*SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.*

The Electric Lighting now partly laid on, will be completed during this year, 1892.

*An Assistant will attend on Passengers by Mail Steamers.*

*N.B.*—TELEGRAPHIC ADDRESS:—"CENTRAL, SHANGHAI."

F. E. REILLY,
666] *PROPRIETOR.*

W. POWELL & CO.

*A FEW CHOICE*
READY-MADE BALL DRESSES.

SILVER, GILT and WHITE KID SHOES.
LISLE THREAD, SPUN SILK and SILK HOSE.
FANS, FLOWERS, HAIR and DRESS ORNAMENTS.
EVENING GLOVES in SILK, KID and SUEDE.

W. POWELL & CO.
Hongkong, 9th January, 1893. [6

## Intimations.

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the FOURTH ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Company will be held at the Company's Offices on WEDNESDAY, the 25th January, 1893, at 12 o'clock NOON, for the purpose of receiving the Report of the Board of Directors together with the Statement of Accounts for the year ending 31st December, 1892.

The REGISTER of SHARES will be CLOSED from Saturday the 21st to Wednesday, the 25th January, 1893, (both days inclusive) during which period no TRANSFER OF SHARES can be registered.

By Order of the Board of Directors.

A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Company, Limited.
General Agents for The West Point Building Company, Limited.
Hongkong, 7th January, 1893 [78

THE MARINBURK FURNITURE COMPANY, LIMITED, (IN LIQUIDATION).

BY ORDER OF THE LIQUIDATOR.

IMPORTANT NOTICE.

COMMENCING from TO-DAY the whole of this Company's VALUABLE STOCK will be offered for Sale privately for

*FOURTEEN DAYS ONLY.*

EVERYTHING MARKED IN PLAIN FIGURES.

FURNITURE, TAPESTRY, PLUSHES, HARDWARE, GLASS, MARBLE, and UPHOLSTERY MATERIALS.

On view any week day from 7 A.M. to 5 P.M. (excepting from 12 to 1) on application at the COMPANY'S FACTORY, 125, Wanchai Road, to

A. SMITH,
Manager.
Hongkong, 9th January, 1893. [84

THE DAIRY FARM COMPANY, LIMITED.

NOTICE.

ON and after the 1st January, 1893, the following PRICES will be charged for MILK.

| For | | Each |
|---|---|---|
| 1 or 2 | Half Pint Bottles per Day | —10 cents. |
| 3 " 4 | do. do. | —9 " |
| 5 " 6 | do. do. | —8 " |
| 7 " more | do. do. | —7 " |

By Order of the Board.
W. HUTTON POTTS,
Secretary.
Hongkong, 30th December, 1892. [46

NOTICE.

THE MARIA CHRISTINA CIGAR DEPOT, No. 8, D'AGUILAR STREET, HONGKONG.

HAS received from their MANUFACTORY in Manila some specially-made CIGARS for CHRISTMAS PRESENTS.

The CIGARS from this MANUFACTORY have obtained PRIZES at all the EXHIBITIONS for excellence of Leaf and Workmanship.

An inspection is respectfully solicited.
Hongkong, 14th December, 1892. 41

KÉBAO,

SOCIÉTÉ ANONYME FRANÇAISE.

CAPITAL 4,000,000 FRANCS.

LA SOCIÉTÉ KÉBAO (TONKIN), dont l'extraction prend tous les jours de l'importance et qui est seule FOURNISSEUR DE LA MARINE FRANÇAISE AU TONKIN, dont le Charbon est brûlé d'une façon régulière à bord des Steamers des MESSAGERIES MARITIMES, et en particulier à bord du *Haiphong*, voulant introduire ses Charbons sur la place de Hongkong a confié le soin de son Agence à la maison

SHEWAN & Cie.,
Praya Central, Hongkong.

à partir der 1er. Novembre, 1892.
Le Directeur Général de Kébao.
HENRY PORTAL.
Kébao, le 10 Decembre, 1892. [42

J. D. KILEY,

MANUFACTURER OF BALLOONS, PARACHUTES, TENTS, &c.
No. 3, JUBILEE STREET,
Hongkong.
Hongkong, 3rd January, 1893. [63

THE HONGKONG DIRECTORY.

LADIES who have arrived in the Colony during the current year, and those who have changed their residences since last publication, will oblige by forwarding THEIR ADDRESSES for insertion in THE LADIES' DIRECTORY for 1893, as early as possible.

☞ ADVERTISEMENTS for the HONGKONG DIRECTORY should be sent in at once.

"THE HONGKONG TELEGRAPH" Office,
Pedder's Hill,
Hongkong, 16th December, 1892.

PRIVATE BOARD AND RESIDENCE, STAINFIELD'S—1, QUEEN'S ROAD EAST,

VACANCIES for GENTLEMEN or MARRIED COUPLES at Moderate Terms.

MRS. STAINFIELD,
Proprietress.
Hongkong, 31st December, 1892. [49

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board and Table Accommodation. Apply to

Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 9th November, 1892. [36

## Shipping.

STEAMERS.

FOR SHANGHAI, YOKOHAMA & HIOGO.

THE Steamship

"STRATHCLYDE,"

Captain L. White, will be despatched as above TO-MORROW, the 13th instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 12th January, 1893. [44

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"FORMOSA,"

Captain Hall, will be despatched for the above Port, TO-MORROW, the 13th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 12th January, 1893. [89

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"CATTERTHUN,"

Captain Shannon, will be despatched for the above Ports, on SATURDAY, the 14th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Milk, Ice, &c., throughout the voyage.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 6th January, 1893. [72

"UNION" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"WORCESTER,"

Captain Morice, will be despatched for the above Port on or about the 14th instant, instead of as previously advertised.

For Freight or Passage, apply to
SHEWAN & Co.,
Agents.
Hongkong, 9th January, 1893. [43

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"PORT ADELAIDE,"

Captain Jamieson, will be despatched as above on or about the 14th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 6th January, 1893. [1239

"SHIRE" LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

THE Steamship

"PEMBROKESHIRE,"

Captain Gedye, will be despatched as above on or about the 16th instant.

This Steamer has Superior Accommodation for Cabin Passengers and carries a Doctor and Stewardess.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 4th January, 1893. [1204

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA, VIA INLAND SEA.

THE Steamship

"MONMOUTHSHIRE,"

Captain Cuming, will be despatched as above on or about THURSDAY, the 19th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 11th January, 1893. [93

STEAMERS.

FOR SAN FRANCISCO.

THE A. I. American Bark

"JOHN BAIZLEY,"

Shepherd, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.
Hongkong, 11th January 1893. [90

## Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "STRATHCLYDE," FROM NEW YORK.

CONSIGNEES of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Consignees' risk and expense, and no Fire Insurance will be effected.

All claims against the Steamer must be presented to the Undersigned immediately or they will not be recognised.

DODWELL, CARLILL & Co.,
Agents.
Hongkong, 6th January, 1893. [44

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist, (Formerly articled Apprentice, and latterly assistant to Dr. ROGERS), HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel).

CONSULTATION FREE.
Hongkong, 27th July, 1891. [84

## Intimations.

### VICTORIA DISPENSARY.

FLUID EXTRACT OF MALT.

THE use of that extremely valuable Food and Remedy EXTRACT OF MALT has been retarded by its usually viscid condition; to obviate this objection we have had prepared a FLUID EXTRACT OF MALT as easily poured out of the bottle and measured into doses as any other Fluid.

It contains as much of the DIASTASE as any viscid EXTRACT OF MALT and is therefore fully as active in tissue forming and digestive power.

Two tablespoonfuls of our FLUID EXTRACT OF MALT contain more nutritive and digestive value than a pint of the strongest Ale or Stout.

*In 1lb. bottles 75 cents. Per dozen $8.00.*

Hongkong, 12th January, 1893. [38

### A. S. WATSON & CO., LD,

THE HONGKONG DISPENSARY.

HIGH CLASS CONFECTIONERY

CHOCOLATE CREMES, VANILLA PRALINES, SUGARED ALMONDS, BURNT ALMONDS, NOUGAT, JUJUBES, TURKISH DELIGHT, PARISIANS, &c., &c., &c.

Of the Purest Manufacture and best quality.

*DELICIOUS FRUIT JELLIES.*

ASSORTED PINEAPPLE, LIME, DAMSON, GUAVA, RASPBERRY, STRAWBERRY, PLUM, &c.

Very suitable for table use.

CALLARD AND BOWSER'S BUTTER SCOTCH, ALMOND ROCK and EVERTON TOFFEE.

CADBURY'S CHOCOLATES

In great variety.

CRYSTALLIZED FRUITS, MUSCATELS, ALMONDS AND FIGS.

FANCY BOXES.

A large and varied Assortment of ARTISTIC DESIGNS.

*TOM SMITH'S CRACKERS,*

A TASTEFUL AND WELL ASSORTED STOCK.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 7th January, 1892. 5


DEATH.

On the 11th January, at the Government Civil Hospital, GEORGE RAE, Inspector of Markets, late Hongkong Police, aged 42.


The Hongkong Telegraph.

HONGKONG, THURSDAY, JANUARY 12, 1893.


## TELEGRAMS.

### THE FRENCH MINISTRY.

LONDON, January 10th.

The French Ministry has resigned and M. Ribot is charged with its re-construction.

### GREAT BRITAIN AND MOROCCO.

The Tangier ultimatum gives the Sultan of Morocco forty-eight hours to reply as to whether he will pay the indemnity demanded for the murder of a British subject by the police.

### THE BEHRING SEA FISHERY QUESTION.

It is believed that Russia is working in conjunction with the United States in opposing British views regarding the Behring Sea Fishery question.

### THE HOME RULE BILL.

The Marquis of Ripon, speaking at Newcastle, said that if the House of Lords should reject the Home Rule Bill, the Government would know what to do for the best interests of the country, and recognised no right on the part of the Lords to demand a dissolution of Parliament.

### BYE ELECTION.

Mr. Long (Conservative) has been elected for Liverpool (West Derby), in place of the late Hon. W. H. Gretn, by a majority of 1360.

### THE MARRIAGE OF PRINCESS MARIE.

The marriage of Princess Marie of Edinburgh and Prince Ferdinand of Roumania took place at Sigmaringen. The Emperor William, the King of Roumania, the Duke of Connaught and the Grand Duke Alexis were present.

### TRIAL OF THE DIRECTORS OF THE PANAMA CANAL.

The trial of the Directors of the Isthmus of Panama Canal has begun.

M. Charles de Lesseps stated that M. Baïhaut received four hundred thousand francs and Baron Reinach several millions as promotion money.

## LOCAL AND GENERAL.

No less than fourteen vessels entered the harbour this morning, thirteen being steamers.

A RESTAURANT keeper can make both ends meat by serving calf's head and ox-tail soup.

SINCE the invention of plate-glass bricks it is quite safe for people in glass houses to throw stones.

FORTY-FIVE millions sterling of gold are stated to have been mined in New Zealand during the past thirty years.

WHEN a bride comes home to her parents three months after her marriage, people say there is trouble in the camp.

THE German steamer *Signal* has changed her name and nationality. She is now the *Chi Rong* (Sky Dragon) and flies the Korean flag.

"HOME, sweet home," is said to be taking the place of "God save the Queen" in New South Wales. Times change, and nothing else can reasonably be looked for.

A REGULAR meeting of St. John's Lodge, No 618, S.C., will be held in Freemasons' Hall, Zetland Street, this evening, at 8 30 for 9 o'clock precisely. Visiting brethren are cordially invited.

As an indication of thrift amongst the working classes of France. It is stated that there are now 6,000,000 depositors in the French savings banks, with an accumulated fund of not less than £112,000,000.

THUS the *Sydney Bulletin* in reply to a correspondent:—"The fact that the parson lives longer than anybody else isn't a proof that 'brain-work' is healthy. The average parson has no brains and does no work."

AT the Magistracy to-day Mr. H. E. Wodehouse concluded the inquest on the body of a coolie who was killed at the Naval Yard last week through the fall of a large coil of rope. His Worship returned a verdict of "accidental death."

IT is stated that the three-volume novel of England is disappearing and the two-volume one is taking its place. "Why?" a publisher was asked the other day. "Simply," he replied, "because novelists are not making their novels so long as they used to."

THE Post Office juggins who is responsible for the sign on Queen's Road ought to join the band of the Official Phalanx. He rushes up the names of little trumpery pig-boats like the *Freyr*, but he has not yet discovered the arrival of a large and important mail steamer like the *Victoria*, though she was in at daylight.

THE Band of the 1st Shropshire Light Infantry will play the following programme this evening, commencing at 7 30 o'clock:—

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| Polka | "Old China" | Coote. |
| Quadrille | "Fatinitza" | Suppé. |
| Valse | "In the Twilight" | Coote. |
| Schottische | "Summer Hours" | Smith. |
| Lancers | "Doris" | Caillet. |
| Valse | "Tender and True" | Buzalcel. |
| Quadrille | "Auf der Moldau" | Kaoblock. |
| Valse | "Summer night in Munich" | Caillet. |

AT the Magistracy to-day Mr. H. E. Wodehouse held an inquiry into the fire at 73, Hollywood Road, on the 7th inst. It was shown that the house was a gambling den for Chinese schoolboys, and had been severely denounced by the neighbours. The proprietor was in Canton when the place was burnt. His Worship said he wished to examine the premises himself, and adjourned the inquiry until Friday, the 20th inst.

TRAMP (to young lady who has just opened the door in answer to his rap)—Fair lady, will you give a starving man a bit of something to eat?

Young lady—Why, certainly, Sir. Just wait here a moment and I will bring you a whole pie. This is a cooking-school, you see, and—

Tramp (as he rushes wildly up the street)—Good heaven! that's the closest shave I ever had.

MR. GEORGE RAE, one of the most popular and esteemed residents of this Colony, passed away yesterday at the Government Coverment Civil Hospital, after a long and painful illness commencing with an attack of pleurisy over a year ago. Mr. Rae came to Hongkong in 1872, and was for some years in the Police Force. Later he was appointed Inspector of Nuisances, and afterwards Inspector of markets. He was 42 years old, and left a wife in England, but had no family. He was a Freemason, and a good friend to all who knew him.

ABOUT 10.30 last night fire broke out in a three-storey Chinese house at the back end of Nullah Lane, Wanchai, almost opposite the joss-house, and adjoining a row of cattle-sheds. Seven Chinese who were asleep on the first floor, instead of making their way to the top floor and escaping along the roof of the cattle-sheds to the hill side, against which they were built, jumped from the windows, and were all badly hurt except two. One died this morning from the effects of the fall and burns, and the other four are now in hospital. The fire was soon got under control by the Brigade. The house was completely gutted, but the adjoining premises suffered very little. No insurance.

## *LEGISLATIVE COUNCIL.*

### O'BRIEN ON FIGURES AND FICTION.

The following is the full text of Mr. O'Brien's speech and the concluding part of the debate in the Council yesterday, which was too late for our issue last night:—

Mr. O'Brien:—Referring, Sir, first, to the observations which have last been made, I think that I shall be giving practical proof of the sincerity of my desire to treat the unofficial members with all possible courtesy, and shall at the same time be best consulting the dignity of this Council, if I refrain from offering any reply to such of the observations as we have just heard which have a purely personal bearing. I have a duty to perform in this Council and I have on recent occasions discharged it by speeches which are on record, and I am quite content to be judged by them. I am glad, Sir, to find that the opposition to this Bill is neither very pronounced nor very general, only one member who has spoken having shown a decided opposition to the Bill and two of the unofficial members having offered no opposition whatever to the second reading. I shall proceed to deal with the objections which have been raised *seriatim*, and if inadvertently I omit to notice any of the objections which have been urged, I should be much obliged if the hon. member who raised the objection would mention the fact. It would also perhaps be of some little use if I make a few observations—they will be very brief—for the benefit of those capitalists who will have to consider upon what terms they will lend to us. In speaking in the Committee on Supply I showed that the colony, taken as a whole, had progressed and was bound to continue to progress and I grounded my statement largely but not exclusively on the revenue returns. It was then necessary only to state the broad result that the revenue had more than sufficed to meet the ordinary expenditure and that it had continuously increased. Although it is impossible within the limits of a speech to set out all the component details, it may be well for me now to supplement my statement by drawing attention to some of the more important items. Postage receipts are generally recognised as affording some criterion of the condition of the community. They have increased in Hongkong during the ten years from 1882 to 1891 from $100,793 in 1882 to $142,770 in 1891, showing an increase of about 40 per cent., and that in spite of large reductions in the postal rates during that period. The item "Markets," again furnishes some test as regards a large section of the community. It has increased from $57,950 in 1882 to $83,592 in 1890 and $96,354 in 1891, showing an increase in the last over the first named year of over 66 per cent.

Mr. Whitehead—We pay more for what we get now.

Mr. O'Brien—That I admit, and a very good indication of the condition of the community I should say it is. To continue: let us take another item. Rent of leased lands shows an increase of 28 per cent., the figures being $140 467 for 1882 and for 1891 $180,158. But which, sir, of all the items which compose our revenue supplies the most trustworthy indication of the progress and prosperity of the colony? Unquestionably it is the item of assessed rates and taxes. What then does that show? It shows an increase in 1891 over 1883 of more than 80 per cent., the figures being for 1882 $252,937, for 1886 $306,131, for 1889 $374,857, for 1890 $414,392, and for 1891, $464,242. These, sir, are very eloquent figures. They speak for themselves and require no comment. Rates were increased on July 1st, 1885, from 12 per cent. per annum to 13 per cent. in Victoria. The increases in the other divisions, the Peak district and the villages are not worth considering, as more than five-sixths in value of the whole rateable property in the colony lies within the limits of Victoria. It would be interesting to know how many towns there are in the British Empire in which with so trifling an addition to the rates as one-twelfth, the revenue derived from the assessment of rateable property has in ten years increased by over 80 per cent. I may also mention that the sinking fund of our last loan of £200,000 had to its credit on September 30th last a sum of £42,245. Ceylon in raising a loan a few years ago was able to borrow at a very small fraction over 3 per cent, and I submit for the consideration of capitalists whether the facts and figures I have mentioned do not go far to show that it would be good business to lend to Hongkong at a not much higher rate of interest! That, sir, is briefly what I have to say on this branch of the subject and I now turn to the objections which have been raised to the Bill. In the first place, delay has been counselled and reasons have been urged in favour of that course which are by no means devoid of weight. But the arguments on the other side, when taken collectively, outweigh them, and are fatal to the suggestion. Balances accrued in former years from a special fund, the origin of which is doubtless within the knowledge of the Council, and from our previous loan, are exhausted, and we must turn elsewhere. The expenditure for 1892, including the expenditure on public works extraordinary, will exceed the revenue by some $300,000, a balance which would be immediately adjusted by being charged against the loan. The estimated revenue for 1893 shows a surplus over the estimated ordinary expenditure of only some $7,000, or some $47,000 if we exclude the provision made to meet the charges on the loan. There is nothing in the figures to conflict with my recent statement in regard to the financial position. I stated that with due provision made for the public works extraordinary by a loan, the colony would be in a sounder and better position than ever it had been before. I maintain that statement and it is no contradiction to say now, as I said then, that a loan for public works extraordinary is absolutely and immediately necessary. The Praya Reclamation must be continued without interruption, as we are bound by law to complete it with reasonable despatch, and I may mention that I have recently received representations from the marine lot-holders urging increased expedition and complaining of the loss to which they are subjected during the progress of the construction. Nor as far as I can see, can we avoid early expenditure on the Gaol, but as no objection has been raised to the passing of the second reading on the ground of the item of the gaol appearing in the schedule of the Bill, I need say no more on that head at present. Again, money for first class investments is cheap in London at the present moment and the value of silver is exceptionally low—a combination of circumstances which is most favourable to raising our loan, which may not long continue and which it is of importance to take advantage of. It has been suggested that we might get what funds we immediately require for adjusting our expenditure on public works extraordinary and pressing public works by borrowing for a short period from a local bank and so deferring the necessity of passing the Bill. But I would point out that, if necessary, the Crown Agents will be able to obtain temporary accommodation for us on far better terms than we could get from a local bank. The passing of the Bill will not compel the Crown Agents to raise the loan at once, but it will enable them to promptly seize the right moment to raise it, and in the meanwhile to obtain temporary accommodation on most favourable terms, if for any reason it should be found desirable to defer issuing the loan. As to the right moment for issuing the loan they will have the benefit of the best financial advice in London, and it is of the utmost importance that they should be placed in a position to take immediate advantage of it. Looking at these circumstances, sir, I think it must be admitted that further delay is neither desirable nor possible. In October, 1890, the hon. member who represents the Chamber of Commerce said in Council that the finances of the colony might be considered to be in a fairly satisfactory position and he was then in favour of a loan—an opinion in which the other unofficial members generally concurred. The Council is in possession of the whole of the facts, and all the works, with the exception of one, on which it is proposed to spend the money raised by the loan, have already been approved of. Wherever the details have not as yet been presented they will be submitted to the Public Works Committee before the corresponding expenditure is incurred. Attention has lately more than once been drawn by the unofficial members to the fact that ordinary expenditure has increased in recent years and it was argued the other day in Finance Committee by Mr. Bellilios, who has indeed followed the same line of argument to a certain extent to-day, that if a certain reduction were effected in that expenditure it would not be necessary to raise the loan. Well, sir, the complaint of increasing expenditure is one with which the Chancellors of Exchequer in growing communities are unfortunately only too generally familiar. The expenditure of growing communities has an awkward knack of increasing, but in most countries so circumstanced it is generally considered to be a matter for congratulation if the revenue also increases and it is found possible to confine the former within the latter. We are in that position. In spite of a very severe fall in the value of silver which has necessarily increased our expenditure in various directions, the revenue for the last two years has more than sufficed to meet the ordinary expenditure, and I have no manner of doubt that it will similarly suffice during the current year also. It will not suffice to cover the cost of public works extraordinary in addition, it has not done so in the past, such cost having been largely defrayed from balances arising from special funds derived from sources of income which are no longer available and from our previous loan; and it will not do so in the future. Nor is there any reason to regret that it is not practicable to charge the whole cost of great public works, which will largely benefit posterity, wholly on our current revenue and the present body of taxpayers. I will go further and say that even if practicable it would still be wrong. If the revenue suffices to cover the cost of the public works extraordinary in addition to ordinary expenditure the proper course would be to readjust the revenue so as to cover only the latter and provide a reserve fund for emergency, and when that has been done to reduce taxation to whatever extent might be found practicable. To expect or require the current revenue to cover the cost of relatively vast public works extraordinary, in addition to the ordinary expenditure, would be as mistaken in principle and policy as it is erroneous in fact. That the expenditure admits of reduction you yourself, sir, have already indicated, but that any possible reduction would suffice to supply during the next three or five years requisite funds for public works extraordinary, as suggested by the hon. member opposite, is wholly an effort of the imagination. But even if it were so, that would not be any valid argument against raising the loan, but it might be for reducing taxation when the loan had been raised. The senior unofficial member, though not very decided in his opposition to the Bill, for he does not counsel the abandonment of the proposal but merely a postponement, has given expression to some doubts as to the prudence of borrowing now, and has also given vent to some forebodings as to the present unprosperous state of affairs. It is a disappointment, sir, to find that the hon. member has not seen fit to give the second reading of the Bill his cordial support, for from whatever other quarter opposition might come, it might fairly have been expected that he at least would have heartily supported the Government in this matter. The prospects of the Praya Reclamation are involved in the Bill, and so keenly did he realise very recently the vital importance to the colony of speedily completing that great work, which he has done more than any other man to effect, that only last Spring he officially proposed to the Government that it should borrow the funds required to complete the work and advance it to the marine lot-holders on their undertaking to repay the advances within twelve months of the completion of their respective sections.

Mr. Chater—In Hongkong and in silver.

Mr. O'Brien—He had then, sir, no doubt as to the prudence of borrowing; in fact, he advised the Government both to borrow and lend. He based his proposal on the ground that some of the lot-holders might find it difficult to meet their calls and for the rest it would be a boon to be enabled to place the money in remunerative undertakings. As to his reason, it appears to have been mistaken, for since then there have been two calls, one of which was paid in full and the other is now in course of satisfactory settlement. He pointed out the practical impossibility of suspending the work, the Government being under legal obligation to complete it, and he dwelt on the serious public inconvenience and grave sanitary complications which suspension would involve. On the 29th August he again wrote in and said: "In my opinion the Government need not hesitate to make such a loan while they may consider the repayments as well assured." He said. "There are not wanting signs of approaching recuperation," and having given his reasons for this, he continued, "The fall in the rents of houses in my opinion is purely temporary and in my opinion will soon rectify itself." On this head he also says: "The fall in house rents has been due to a great haste in building which has caused the supply of houses, especially houses for Europeans, to exceed the demand. This is a matter which can be cured by time, as the population of the Colony is steadily increasing." In saying that, I take it that he meant that the time would be short. I may point out that all this materially corroborates the position taken by the Government in relation to the recent motion for a reduction of certain salaries, and as lately as the 29th September last the hon member wrote: "The risk run by the Government in raising a loan is nearly nil." Under his scheme the Government was to borrow from time to time and to lend to a very small section only of the community, the marine lot-holders, $2,491,198, and the outstanding liability of the Government, supposing every lot-holder to punctually repay his advance when the payment became due, would have exceeded eight lakhs, actually $811,000. Such was the operation which he pressed on the Government as involving absolutely no risk, and yet to-day he is disposed to question the prudence of the Government, which now proposes to raise fourteen lakhs on behalf of the whole community by a loan the repayment of which will be distributed over fifty years. On this question of prudence, therefore, I will refer him to his letter of the 29th September, and I venture to ask him whether in view of the proposition which I have read, he cannot see his way to vote for the second reading of this Bill. The alternatives to a loan are increased taxation or the abandonment of public works in course of construction, or an annually recurring deficit coupled with large systematic overdrafts for a series of years. Now, whatever view may be taken of the financial position, every one will, I think, agree that the present time is, to say the least, an inopportune time for increasing taxation. Nor can there be much difference of opinion as to the inexpediency of abandoning the public works. Some of these are works of pressing necessity, some when completed will directly increase the revenue, others will prove very valuable in the development of the colony and will, indirectly but not less really, be remunerative, and as regards nearly all of them their temporary abandonment would mean additional cost ultimately. Besides, as I have already explained, as regards some of them at least expenditure is unavoidable. We cannot abandon the Praya Reclamation for example, and even if that suicidal course were open, that would not enable us to adjust the expenditure, for there would still be $300,000 for public works extraordinary. To the third expedient, that, namely, of large and systematic overdrafts from a local bank, as was suggested by the hon. member opposite, in order to temporarily cover annually recurring deficits, there are insuperable objections. In the first place, it would be wastefully extravagant, because we should have to pay 5½ per cent interest. It would place the Government in a very undesirable and undignified position. It might prove a very serious matter if the bank were for any reason to call in the overdraft. And lastly, such a course has been imperatively vetoed by the Secretary of State. The passing of the second reading of the Bill will commit the Council to sanction the raising of the loan of £200,000 in gold in London by means of inscribed stock. As to the question of the method of raising the loan the Government must be simply guided by the single consideration of economy. It is bound to borrow in the cheapest market. This obligation is, I think, to some extent admitted even by the hon. member who represents the Chamber of Commerce, for he endeavoured to show that the Colony might perhaps have to pay more in the long run for a gold loan raised in London than for a silver loan raised in Hongkong. It is therefore unnecessary for me to examine very particularly either of the considerations which have been imported into the question, for they are practically immaterial, the essential and determining factor being the answer to the question, which is the cheapest market? But I may just mention two other subsidiary considerations that make borrowing in gold advisable. The first is that if we so borrow the Colony will be saved the cost of remitting the equivalent to the Crown Agents in England, as the Crown Agents will spend the loan in meeting charges which would otherwise be met by making remittances from Hongkong; and secondly, as was remarked by the senior unofficial member, if we so borrow the silver said to be available in Hongkong will remain available to encourage local commerce and enterprise. Borrowing in gold in London, therefore, affords the double advantages of saving the expense of remittances to the Crown Agents and of procuring the funds required for the public works without trenching on local capital, which will, *pro tanto*, be left free to develop the resources of the colony and to assist private undertakings. The difficulty of profitably investing the sinking fund, will equally obtain whether we invest in silver or gold, for in either case we will be bound by the same restriction. The hon. member who represents the Chamber of Commerce shakes his head. All I can say is that if he induces the Secretary of State to relax these restrictions I shall be very much surprised. The Crown Agents' charges, I have good reason to believe, compare favourably with the rates of banks or other agencies in connection with the raising of loans. I am rather pleased to find that exception has not been taken to the length of the currency of the loan on the ground of its being unfair to our old friend posterity. There is a bull, one of the many attributed to my countrymen, in which a man asked, what has posterity hitherto done for us? It is very easy to be over solicitous for posterity and I think in this case it will have much to be thankful for and may safely be left to bear its small share of the burden. The advantages of borrowing by means of inscribed stock are so clearly set out in the Crown Agents' letter that I need do no more than merely refer to it. The concluding paragraph is especially important. It points out that the floating of the loan will facilitate the conversion of our existing loan on terms that will be very beneficial to the colony. The losses of India, which were mentioned by one hon. member, are, I think, hardly to the point, for India borrowed when the value of silver was high and we are about to borrow when it has fallen to something over thirty-five per cent. discount. It might have been mentioned that Ceylon had recently borrowed in silver, but that is an example to avoid and not to follow. They had reasons there the other day which we have not here for borrowing in silver and their 3 per cent. gold loan is quoted, I believe, at 94, while their 4 per cent. silver loan stands at only 104. Coming now to the main point of which is the cheaper market, all the arguments which have been advanced, or which, as far as I can see, can be advanced, in favour of borrowing in silver, were fully gone into and rebutted by the Secretary of State on the last occasion of a loan. In spite of what has been said by the hon. member who represents the Chamber of Commerce, I make bold to state that the result of that opposition of the Secretary of State was that up to the 30th September last the Colony had benefited by borrowing in gold to the extent of $74,000. As regards the proposed loan the local Auditor has been kind enough to make out some figures for me. They show that for a fifty year loan, estimating the average of exchange to remain constant, the colony would benefit by borrowing in gold to the extent in round numbers of $360,000 if the rate of interest payable were ½ per cent. less than would be payable on silver, $545,000 if the rate of interest were ¾ per cent. less, and $725,000 if it were 1 per cent. less. It is by no means improbable that our loan may be raised in London at a more favourable rate of interest than 1 per cent. less than a silver loan in Hongkong. In that case, and subject to the conditions I have mentioned, the benefit would considerably exceed $725,000. If after the loan was raised the average of exchange were to rise the benefit would proportionately increase. If it fell the benefit would diminish, but it would not be converted into a relative loss, taking the difference of interest to be a ½, ¾, and 1 per cent. respectively, until the average exchange had fallen by three-pence, four-pences, and five pence respectively. As the difference of interest will probably amount to at least 1 per cent., it may be said with some confidence that the Colony would continue to benefit by borrowing in gold unless and until the average of exchange had fallen by nearly 6d. to the dollar. The hon. senior unofficial member made out a case, I think, in favour of gold against silver. If he is right in his figures it is an even stronger case than mine, but I think mine is strong enough for the purpose. Such a fall is, I hope, very unlikely, but even that fall would not make a loss on the whole transaction if the fall were only temporary. We lose on the whole transaction only if the average of exchange so fell, that is during fifty years' currency of the loan, to six-pence less to the dollar than the rate ruling at the date of issue. Those who advocate borrowing locally in silver rather than in gold in London, do so mainly on the ground that the latter involves the risk of loss by a great fall in exchange. They leave out of account, of course, the chance of a rise in exchange and they cannot have adequately realised, I think, the extent of the large aggregate to which exchange must fall before the advantage of borrowing in gold would be converted into a relative loss. Their arguments amount to this, that it is better for the colony to incur the immediate, certain, and annually recurring loss than to run the distant and by no means certain risk of loss by fall of exchange. The benefit to the colony, supposing the average of exchange during the currency of the loan not to fall below the low rate ruling at the date of issue, will amount, as I have shown, to $725,000, and perhaps more, excluding altogether the further benefit contingent on a rise in exchange. This is too large a sum to be thrown away and the Government, being bound to make the most advantageous terms they can for the colony, is unable to consent to borrow otherwise than in gold in London. I have now, sir, I think, dealt with all the arguments that have been advanced. I have shown that some of them are impossible, that none of them are to be preferred; that from the point of view taken by the Government with regard to the financial position of the colony the loan should be raised; that in 1890 the unofficial members were in favour of a loan; that nothing has occurred in the interval to render it less desirable or necessary; and I have also shown that under all the circumstances of the case it is better to borrow in gold in London. In conclusion I have to say that the Government, in the interests of the community at large, will vote for the second reading of the Bill.

Mr. Chater, in correcting the Colonial Secretary, emphasised the fact that the unofficial members strongly objected to any expenditure on the gaol. He further explained that he had no objection to the proposed loan, but only to its being raised just now, at such a critical time; so that a large part of the Colonial Secretary's speech was based on a misunderstanding. Further, as to the Praya Reclamation, he appealed to the Government to produce and discuss the report of the Commission appointed to enquire into the advisability of the Government financing the work for the lot holders. The Commission's opinion formed a much more suitable subject of discussion than a mere attack on an individual. He also wished it to be put on record, as the Colonial Secretary ought in fairness to have stated, that he (Mr. Chater) had offered the money to the Government, in silver, in Hongkong, at 4½ per cent., repayable on six months notice. The Colonial Secretary had only told half a story, which was most misleading. It was very unjust to say that Mr. Chater had advised the Government to borrow $2,000,000 for the Praya while objecting to the loan of £100,000, for other works; what he said was that the loan should be in gold if at all, and that a gold loan would be better six months hence than now. There was a very great difference, and he strongly protested against the Colonial Secretary's misrepresentations.

The Colonial Secretary declined to reply when invited by the Governor, pleading that it would be "out of order."

The Governor, after thanking the Unofficials for their able remarks and promising to send full reports to the Secretary of State, put the motion to the Council. On the division, Mr. Bell-Irving and the Phalanx carried the second reading of the Loan Bill, against Messrs Chater, Whitehead, and Bellilios; Dr. Ho Kai not voting.

On going into Committee, Dr. Ho Kai presented a memorial from the Chinese ratepayers strongly protesting against the $150,000 proposed for the gaol.

In the course of the discussion which ensued, the officials, one after another, repeated *ad nauseam* that "passing the vote does not necessarily mean that the money will be spent."

On division, the unofficials unanimously opposed the vote, which was carried.

Mr. Whitehead pointed out that the last loan was not kept separate from the ordinary revenue of the Colony, as it should have been; His Excellency had promised that this loan should be controlled by the standing Public Works Committee.

The Colonial Secretary—This is quite out of order.

His Excellency—Yes, but we always allow Mr. Whitehead great latitude.

The third reading was then carried by the Phalanx.

The Marriage Ordinance passed third reading.

The Medical Registration Ordinance passed Committee and third reading.

Council adjourned until the 25th inst.

FINANCE COMMITTEE.

The financial minute recommending a vote of £500 for Hongkong Exhibits at the Imperial Institute was passed.

Committee adjourned *sine die*.

## *"CHARBONNAGES."*

It is rumoured that there may not after all be any need to reconstruct the "Charbonnages" Co., as proposed during the last week, at great loss to shareholders and to Messrs Chater and Mody. If the money needed can be raised in any way not involving such a sacrifice, of course it would be infinitely preferable, and we believe that the dawn is already breaking.

## *NEWS BY THE AMERICAN MAIL.*

The Occidental and Oriental Co.'s steamship *Belgic*, Capt. Wm. H. Walker, with the American mails of the 15th December, arrived in port this morning. We are indebted for the subjoined telegrams to our San Francisco exchanges:—

LONDON, December 6th.

In reply to numerous criticisms on his recent appeal for financial support for his "Darkest England" scheme, General Booth of the Salvation Army, submits a statement showing that the scheme has so far cost him $975,000, and of this amount he has received only $620,000, so that he is in debt to a total of $325,000. The bulk of this deficiency was tided over by temporary loans, which, however, have now to be repaid. The magnitude of these figures has created something of a sensation.

ROME, December 6th.

A disastrous gale is reported in the province of Catanza. Three vessels were wrecked to-day and ten persons drowned.

BERLIN, December 6th.

It is said that the Kaiser has been informed of the abstraction from the War Office of the Ahlwardt documents and that there is little hope that the culprit will ever be discovered.

The re-ballot in the Ahlwardt-Friedberg district for a member of the Reichstag to-day resulted in the return of Pastor Ahlwardt, anti-Semite, now on trial for slandering Lowe, the Hebrew small-arms manufacturer. The poll stood: Ahlwardt 10,300, Drawe (Freisinnige) 3075.

Rector Ahlwardt's return to the Reichstag by a large majority is almost the sole topic of conversation. In an interview on Saturday Prince Bismarck said he regarded the strong polling in favor of Ahlwardt at the first Friedberg election as a demonstration of popular discontent with the present regime, and a proof of the growth of anti-Semitism.

It is reported that Prince Albrecht has resigned the regency of Brunswick owing to ill health.

Dr. C. W. Siemens, the well-known engineer and electrician, died to-day.

LIVERPOOL, December 6th.

A very heavy gale prevails in this vicinity and a tremendous sea is running at the mouth of the Mersey. This morning the Norwegian bark *Drinniges* (?) ran aground and became a total wreck before a lifeboat could reach the scene. It is supposed that all on board were lost.

LONDON, December 7th.

The *Times*, commenting on yesterday's proceedings of the international monetary conference, says: Sir William Houldsworth's plan is the drollest yet proposed, and may serve to amuse certain delegates with the notion that they are making valuable contributions to economic science. Mr. Creary's speech was chiefly remarkable for the frank admission that the United States will take the earliest opportunity to repeal the Sherman Act, or in other words abandon an experiment which Europe had been invited to undertake.

The Inman Company will withdraw its steamers from December 14th to February 4th.

in order that they may be completely overhauled prior to entering upon the service between Southampton and New York. There is no truth in the report that the company would withdraw all its steamers from the Atlantic trade on account of the restrictions on immigration.

MADRID, December 7th.

Premier Canovas to-day asked the Chamber for a vote of confidence on the Government's action in the municipal scandals, but was defeated by 120 to 121. He then tendered to the Queen the resignation of the Cabinet.

ST. PETERSBURG, December 7th.

Cholera has reappeared in a virulent form in a number of villages in the province of Poltava. The authorities continue to expect and prepare for a widespread crusade against the disease in the spring.

BERLIN, December 7th.

In the Ahlwardt case the counsel for Ahlwardt raised an objection to some portions of the evidence, which was not allowed. He thereupon withdrew from the court and the Judge entered a fine against him for improper conduct. This caused great excitement and the evidence was declared closed. The Judge's arbitrary ruling makes Ahlwardt, who was hitherto considered a second Jack Cade, a martyr.

ROME, December 7th.

Mgr. Galimberti, Papal Nuncio at Vienna, has been made a Cardinal.

LIVERPOOL, December 7th.

It is ascertained that the vessel wrecked at the mouth of the Mersey yesterday, and the crew of which were drowned, was not the Norwegian bark *Drinningen*, but the Norwegian bark *India*.

LONDON, December 8th.

The unanimity and enthusiasm of the Agricultural Congress in favor of protection and bimetallism at the meeting yesterday astonished both Liberals and Conservatives.

The conference reassembled to-day. Sir Richard Paget, Conservative member of Parliament, said that the remedy for the existing troubles was not in protection alone, but that the imperial and local taxes must be reduced. Many farmers paid an income tax on an income never earned.

The Prince of Wales has ordered a new racing yacht of the cutter type. It will be among the largest of its class afloat. It is to be designed by Watson and built by the Hendersons on the Clyde. The Prince makes speed the first consideration. The yacht will have a steel frame and wooden planking and will exceed in length the *Thistle* and *Volunteer*. It is to be entered for the principal English races for 1893.

It is now said that the Hendersons will build the *Walkyrie*, the yacht with which Lord Dunraven will make the attempt to win the *America's* cup.

Watson is designing a racing yacht for Emperor William.

It is learned that Mrs. Maybrick, the American woman confined in the Woking Prison on the charge of murdering her husband, was critically ill on Thursday. It was thought she was dying and the last sacrament was administered. She made the last confession of a dying prisoner and declared she was innocent of any moral intent or deed and act against the life of James Maybrick. She has had several hemorrhages of the lungs, which left her so weak that if they occur again she will probably die. She has been suffering from hemorrhages for six weeks. She has petitioned the Home Secretary to release her from prison before the disease becomes incurable.

The Home Secretary said this afternoon that the case of Mrs. Maybrick was receiving serious consideration.

BERLIN, December 8th.

Steps are being taken to invalidate the election of Rector Ahlwardt to the Reichstag on the ground of corruption and intimidation. At one point several of his supporters badly maltreated a radical agent suspected of being a Jew.

Anti-Semitism seems to be spreading among the other parties in Germany.

At a congress of the Conservative party to-day, after a spirited debate, it was decided to eliminate from the party programme a passage containing excessive anti-Semitism.

BUDA-PESTH, December 8th.

The city is almost lifeless as a result of the snow-storm. Nobody goes outdoors unless compelled to do so. Not a single train left yesterday from the eastern and western terminal. The southern trains still run, but are hours late. The telegraph and telephone service is greatly crippled.

LONDON, December 9th.

Sir Edwin Reed publishes a long letter displaying a revolt on the part of many Liberals. He declares that he and other commoners will not be a party to home rule giving Ireland control of anything more than domestic affairs.

The fears at the Stock Exchange of an immediate collapse in silver values appear to have vanished. Silver securities have strengthened during the last two days, rupee paper closing yesterday at ⅜ better on the day. It has again risen ¼ to-day.

The predicted failure of the International Monetary Conference will have no effect upon the Stock Exchange. Most of the securities held here are gold obligations, and it is reasoned that the more silver falls in value the more people will invest in gold securities.

The *Post* says.—A report has been received in London from an Egyptian formerly with Emin to the effect that Emin and his party were killed by Manyemas in a march on the Ituri river. Captain Lugard's last report from Stühlman represented Emin as blind and helpless, while the expedition had failed through many misfortunes. Mutiny and starvation had decimated the ranks and smallpox was contracted. With an escort of Manyemas he and nineteen of his followers traveled back to the coast.

A prospectus has been issued by the Hon. Cecil Rhodes for a company with a saving capital of $2,000,000, in shares to be allotted, and a subscription of $700,000, to enable the construction of a cable to Uganda.

Baroness de Roques, mother of Mrs. Maybrick, says her daughter is still alive but unable to take food. Foster, the American Secretary of State, has instructed the American Legation to intervene in behalf of Mrs. Maybrick. The British Secretary of State declines to interfere, saying the case was in the hands of the Home Secretary.

The *Times'* Paris special says: Chevillard, formerly the factotum to Barbe and agent of Viau, declares that Barbe in 1888 took him to the Bank of France and compelled him to indorse and cash Baron Reinach's check to bearer for 550 000 francs. Some months later Barbe showed Chevillard a letter signed by Martin, threatening the exposure of Barbe for accepting the bribe, and compelled Chevillard to writer a letter denying that he ever cashed a check for Barbe.

PARIS, December 9th.

Beaupre, Public Prosecutor, who opposed the Government's action in regard to the Panama Canal Company, has resigned.

The report that the directors of the Panama Canal Company would be arrested is denied at the Prefecture of Police.

The *Temps* says: The special experimental commission at Toulon has decided against the use of petroleum as fuel in torpedo vessels. Eight out of ten cans of petroleum ignited from concussion after twelve shots had been fired at a protecting armor.

VIENNA, December 9th.

The *Tageblatt* says that a large bomb exploded near the dwellings of workmen in the great iron works of Krupp's nephew at Bernsdorf. Much damage was done to property.

BERLIN, December 9th.

The Ahlwardt case ended to-day, he being sentenced to five months' imprisonment. The Public Prosecutor made a strong speech against him, saying, among other things, that there was no justification whatever in the charges made that Lowe manufactured defective rifles and sold them to the Government. He maintained that the charge of libel against Ahlwardt had been proved. Ahlwardt, speaking in his own defence, maintained that he had furnished confirmation of all his statements and only failed to substantiate his conclusions. He didn't mean to weaken the confidence of the soldiers in their weapons but sought to induce the War Office to remove useless rifles. A motion to exempt Ahlwardt from imprisonment on the ground that he was a member of the Reichstag will be introduced in that body immediately after the announcement of his election.

In passing sentence on Rector Ahlwardt the Judge declared that the charge of the rifles having been illegally stamped was proved unfounded. The military tests of Lowe's guns have given brilliant results. Ahlwardt's numerous libels upon private persons and upon Gunmaker Kirch were punishable by the law. Nothing could justify the plea that Ahlwardt had acted for the public interest.

In the Reichstag to-day Mierbach (Conservative), supported by many members of his party, introduced an interpolation, demanding to know whether the Federal Government approved of the German delegates to the Brussels conference not supporting the almost unanimous efforts of the other delegates in the combat against the depreciation of silver.

NEW YORK, December 9th.

A Washington special received in Wall street to-day says: A letter from a member of the monetary conference at Brussels says: "There is no hope for bimetallism, and it is hardly probable that any definite conclusion will be reached by the conference."

December 10th.

The Sheriff to-day received an execution for $2696 against Cora Urquhart Potter, actress, better known as Mrs. James Brown Potter, in favor of Henry C. Miner, on a judgment obtained on July 11, 1890, for money loaned in 1887.

PARIS, December 10th.

*Yiedis* a Turkish newspaper, states that the Sultan of Turkey has become the plaything of those who surround him. He is in great terror for his personal safety, and those about him invent some imaginary plot and upset it every day. By this way of working on Abdul Hamid's feelings they obtain everything they wish. *Yiedis* says this will end in a cataclysm some day which will shipwreck the Ottoman empire.

ROME, December 10th.

The Pope is quite determined not to use his influence to help Chancellor von Caprivi out of his present embarrassment. The German Centrists will vote as they please in the matter of the army bill.

MADRID, December 10th.

Senor Sagasta has formed a new Cabinet, the *personnel* of which is as follows: Minister of Foreign Affairs, Marquis de Armigo; Minister of Finance, Senor Montero Rios; Minister of Public Works, Senor Morst; Minister of War, Senor Dominguez; Minister of the Interior, Senor Gonsales; Minister of the Colonies, Senor Maura. The Minister of the Marine is still unsettled. The Cabinet's support is composed of moderate Republicans and Liberals.

TRIPOLI, December 10th.

Captain Montell, the French explorer, has arrived here after a journey of two years in the Sahara desert. He crossed from Senegal by the way of Lake Tchad.

LONDON, December 11th.

The British steamship *Dilsberg* was wrecked off Long End, near Harwich, last night. The life-savers were unable to board her until daybreak, when they found several seamen drowned below deck. Others of the crew are missing, and it is supposed that they have perished.

Fourteen men were saved by a fishing smack and landed at Ramsgate last night. The captain's dead body was also landed.

The *Dilsberg's* mate, who was among the saved, says a fearful night was spent aboard the steamer after she went ashore. To the vessel's signals of distress no response seemed to be made. A particularly heavy wave suddenly broke over the vessel at midnight, flooding the forecastle and washing seven of the crew overboard. One of the men was afterward washed back and was rescued uninjured. The other six were drowned.

The remainder of the crew were then compelled to take to the rigging, the boats having been destroyed with the exception of the lifeboat, which had a hole in its bottom. In the rigging the survivors spent a fearful night, the captain becoming paralyzed and insane from exposure.

The tide receded at daybreak and the men then took to the lifeboat, having patched the hole in the bottom with a piece of tin. They reached Kentish Knock lighthouse at 4 o'clock in the afternoon. The captain died on the journey.

It is reported that a schooner was wrecked on the sands in the vicinity and that her crew is missing.

A perfect epidemic of trouble about precious stones seems to have set in. The last case should furnish revelations as sensational as any of those previously before the public.

The facts, so far as they have leaked out, are these: A certain nobleman possessed a very valuable diamond and opal necklace. His wife was afraid to wear opals and refused to don the necklace. A short time ago the peer showed the ornament to a young lady who is engaged to be married. On her admiring it he laughingly said she might have it. Thanking him, she bore the precious article in triumph to her room.

The next morning the peer asked for the return of the jewel, and on the lady replying that he had given it to her his lordship declared that he had merely spoken in jest. The lady refuses to give up the necklace and still retains it.

## *NORTHERN PACIFIC MAIL.*

The N. P. R. steamer *Victoria*, Captain Panton, arrived this morning from Tacoma. The following telegrams are taken from our exchanges:—

HARTFORD, Conn., December 15th

Sam Ping Lee, a Chinese lawyer of New York, who is president of the Chinese Equal Rights club, said to-day in an interview that the Chinese in this country do not intend to comply with the the Act of Congress requiring them to register and deposit their photographs with local collectors of internal revenue before May 1st, under penalty of expulsion from the country. The Chinese have combined to engage counsel, and will contest the constitutionality of the act.

WASHINGTON, December 15th.

Bids were opened at the navy department this afternoon for the construction of the sea-going battleship No. 1, 9000 tons displacement, known as the *Iowa*; armored cruiser No. 3, 8000 tons, known as the *Brooklyn*. The bids are as follows:

Battle ship No. 1—Newport News Ship company, $3,233,009, on the department plans; Union Iron works of San Francisco, $3,150,000, ditto; Bath Iron works of Bath, Me., $3,185,000, Cramp & Sons, Phil., $3,010,000 on the department plans and $3 110,000 on their own plans of one class, and $2,870,000 for their own plans of another class.

Cruiser No. 3—Newport News Ship company, $3,147,000, on the department plans; Union Iron works, $3,050,000, ditto; Bath Iron works, $3,165,000, on a plan prepared by the bidder; Cramp & Sons, $2,986 000, according to the department plans, $3,086,000 according to one plan of the bidder and $2,880,000 according to a modified plan.

Cramp & Sons are the lowest bidders for both vessels.

James G. Blaine, Jr., said to-night that the ex-secretary was resting comfortably, and that if there was any change in his condition it was for the better. He said that there was no foundation for the rumor that the family was apprehensive. It was true that his father was a sick man, and while he kept his bed his friends were naturally anxious but there was no cause for alarm. Mr. Blaine said that as soon as his father's condition permitted the family would leave Washington, but it was not yet decided where they would go. Their first plan of going to southern California might yet be carried out.

From other sources it is learned that Blaine's condition is less favorable than this morning, and that not only is there no doubt that he is a very sick man, but his present condition excites the gravest fears. A person qualified to speak by reason of his relationship with the family says Blaine's trouble is with the kidneys. These become congested whenever he takes cold Furthermore, his throat and lungs are affected, and his system is growing weaker daily. He speaks freely upon the subject of death, and is preparing for the end, which he realizes cannot be a great way off. A loving father, the death of three children within a comparatively brief period has sorely stricken him, and his grief has hastened the progress of the malady with which he is afflicted.

PARIS, December 15th.

The confusion throughout the sitting of the chamber of deputies to-day, caused by discussion of the Boisserin proposals, was such as has not been known before in years. M. Bourgeoise, minister of justice, had previously announced that he would oppose the Boisserin proposals to invest the Panama committee with judicial powers. When the matter was called up by M. Hubbard, a motion for discussion of the proposal was supported by Ribot, the premier. Brisson, president of the investigating committee, moved that the hamber adjourn. The committee, he said, would have no difficulty in fulfilling its task, but if the proposals were brought to discussion, with the approval of the chamber, the committee would support them. Brisson then made an attack on Ribot and Bourgeoise, his language being at times intemperate. Bourgeoise answered, saying the ministry had determined to bring the matter to a settlement. A vote was then taken, which resulted 424 to 122 in favour of proceeding with the bill in accordance with the government's desire. Bourgeoise then proceeded to forcibly state the objections of the ministry to Boissin's proposals. They wished a searching inquiry, but that must conform with the fundamental principles of state. If this matter could not be decided once for all at the present sitting, the cabinet would resign. The ministry had to deal with enemies of the republic, men carelessly engaged in disseminating among the people calumny and venomous falsehood.

Brisson retorted that perhaps the minority was the power most inimical to republican union.

This inuendo roused a storm of protests; amid which Ribot rose and made an eloquent appeal to republicans to rally around the flag of the republic.

M. Delahay then accused De Freycinet, ex-minister of war, of being responsible to a great degree for the Panama scandal, and asked why M. Herz had been decorated with a cross of the Legion of Honor at the request of politicians.

De Freycinet replied that the honor was granted at the request of many scientific men, who praised Herz highly for his clerical work.

Bourgeoise promised the investigation committee all possible assistance from the government, and the vote at the end of the discussion was 271 to 265 against the Boisserin proposals. This is regarded as tantamount to a vote of confidence in the government, although the narrowness of the majority had a depressing effect on the bourse. While the vote was being taken the greatest confusion prevailed, and there were numerous personal wrangles. A Boulanglist deputy, Gabriel, shouted an insulting remark to a republican deputy, Arene, but when the latter challenged him he refused to fight a duel.

Brisson and other committeemen of the extreme right are expected to resign at to-morrow's meeting of the investigating committee.

Either the ministry or investigating committee will resign to-morrow. In reality, the ministry in the vote in the chamber to-day was in a minority, since there was only an apparent majority of six votes, while eight ministers voted for themselves, which is contrary to all precedent.

## *THE "ZAMBESI"-"HOKUMON MARU" COLLISION.*

### THE NAVAL COURT'S FINDING.

The following is the finding of the Naval Court held at Yokohama to inquire into the circumstances attending the collision between the British steamer *Zambesi* and the Japanese steamer *Hokumon Maru* on December 9th:—

Finding and order of a Naval Court held at the British Consulate, Yokohama, on the 30th and 31st days of December, 1892, and the 2nd day of January, 1893, to investigate the circumstances attending a collision between the British steamship *Zambesi*, of Shanghai, official number 68,413, and the Japanese steamer *Hokumon Maru*, on or about the 9th day of December, 1892, and to investigate the causes of such collision, whereby serious damage to the *Zambesi* ensued; and to enquire into the conduct of the master, mates and crew of the *Zambesi*.

The *Zambesi* is a steam vessel, schooner rigged, of 1564 tons registered tonnage, official number 68,413, built at Glasgow in 1873 and belonging to the port of Shanghai.

It appears from the evidence given before this Court that she sailed from Yokohama on the night of the 8th December, 1892, bound for Hongkong, with a general cargo and a crew of 56 hands all told, as well as 146 Chinese passengers.

The ship left the anchorage at Yokohama at 11.34 p.m., passed the Honmioku light-ship at 11.47 p.m. and shaped a course for Kanonsaki light, distant 12 miles, the master being in charge of the deck with the 2nd officer on watch—spred about 11 knots. About a quarter of an hour after, sighted the white light and soon after the red light of an approaching steamer on the port bow. About eight minutes afterwards the evidence shows that the other vessel, which subsequently turned out to be the *Hokumon Maru*, suddenly starboarded and ran into the port bow of the *Zambesi* abaft the collision bulkhead, cutting a clean hole in her side. The *Zambesi's* engines were stopped and as she had ten feet of water in her forehold, which was rapidly increasing, the master beached her in Mississippi Bay. The evidence here accepted by the Court is in conformity with the appearance of the damage sustained by either ship through the collision. A Chinese fireman named Leang Tai was found to be missing when the crew were mustered. A boat was sent in search of him but returned without finding any trace; and the Court is of opinion that he must have fallen overboard through the pressure at the time of collision and so lost his life.

The Court, having regard to the circumstances above stated, find the master, officers and men free from blame in connection with this casualty. The master acted in a prompt and seamanlike manner in beaching his ship at once, to save life and property.

In accordance with the powers contained in section 263 of 17 and 18 Vict. cap. 104, the Court orders that the costs and expenses of these proceedings before the Court, amounting to £11. 13s. 9d. stg., equal to $84 99 local currency, be paid by George Joseph Edwards, one of the parties thereto, and the amount of these expenses is hereby approved.

Dated at Yokohama this second day of January, 1893.

James Troup ..... { H. M. Consul, President.
A. Hayes-Sadler, Lt., R. N. }
D. Stuart Bailey, Master of the steamship *Tartar* } Members.

## *TO FAR CATHAY.*

### XVI.

### FURTHER DEVELOPMENTS.

In our last we referred to the origin and development of the Mitsu-Bishi and Nippon Yusen Kaisha fleets since 1875, but the development of the Japanese navy has been very remarkable also. One of their early war-ships was the old Confederate (British-built) cruiser *Stonewall*, which some of us remember, and which the Japs acquired in time to use during their Civil War of 1868. It is noteworthy, however, that the first ironclad they ordered to be built was constructed by Messrs. Hall & Co., of Aberdeen, who built the first of the China tea-clippers.

Another interesting fact is that the first, or one of the first, English steamers to enter the ports of Japan after they were opened was the *England*, a sister-ship of the *Scotland*, which, as already related, was the first merchant-steamer to go up the Yangtse with cargo after the opening of Hankow.

The *England* was an iron auxiliary-screw steamer, of about 1,000 tons register, and was commanded by the same Captain Dundas who took the *Scotland* up to Hankow in 1860. The *England* was engaged in the India and China trade, but soon after the ratification of the Elgin Treaty, in 1859, began to make voyages to Japan. She had not been long in this trade, however, before she was fancied by the Prince of Satsuma, who bought her early in 1861. Captain Dundas said that the *England* was the first foreign-built merchant-vessel purchased in Japan—although by this time the Government had acquired some vessels for State service.

A year or two later the Prince of Satsuma also acquired the sister-ship *Scotland*, which remained in his employment for many years. The *England*, however, was sunk at the bombardment of Kagosima in 1860 (by the English fleet, too), and was never raised. It is said that the Japanese made new boilers entirely of copper for this ship within twelve months after she came into their possession, and although the first of the kind they had ever seen at close quarters.

Both the *England* and the *Scotland* belonged to that fleet of auxiliary steamers which the late firm of W. S. Lindsay & Co. had constructed with a view to revolutionising the Eastern trade, but with the result which has been related in a previous article.

Apropos of what has been said about trade on the Yangtse, and also about the old style of sailing-craft used by the Japanese, the following note on the tea-boats in use on both the Canton and Yangtse rivers is of interest:—

"They are clumsily built and of various forms. Some have a high stern, ornamented with paintings of the brightest colour. They are covered with varnish, and as the heads of the nails by which they are fastened are painted with mastic, the line of the ribs is not apparent. Most of them are covered in with a round water-tight roof, over which an awning is sometimes spread. On both sides of the roofs are uprights with rails resting on a deck, sufficiently wide and long to pass to the stern. They have seldom more than one mast and one large sail."

We must now take a look at efforts to extend the trade of the East in another direction, even while the war with Russia was still in progress.

It was while he was in China, and negotiating with Commissioner Yeh for the opening of Canton, but before the affair of the *Arrow* and the forcible entry into that city, that Sir John Bowring made a special trip to Bangkok. His object was to see what could be done to break down the isolation of Siam, and to endeavour to bring that country, along with China, into the sphere of active European commerce.

Once upon a time Bangkok had been one of the three most important commercial cities of the East, but, although the Portuguese established a footing there during their palmy days of Indian monopoly, neither the Dutch, nor the French, nor John Company, had been able to establish regular trading relations with Siam.

John Company had made repeated efforts to extend his connections there. In particular, the Governor-General sent Mr. John Crauford, in 1822, to endeavour to strike up a friendship with both Siam and Cochin-China. Not much good resulted, and when, in 1826, the Indian Government were engaged in war with Burmah, Captain Burney was sent to endeavour to negotiate a treaty of alliance with Siam against the Burmese. He was successful in that, but the treaty itself was of little practical use, and when Sir John Bowring went to Bangkok in 1855, intercourse was nominal.

Sir John Bowring concluded, without much delay, a treaty of friendship and commerce, which provided that all British subjects arriving in Siam should receive full protection from the Siamese Government to enable them to reside in the country, and to trade without let or hindrance with Siamese subjects. A British Consul was to reside thereafter in Bangkok, specially charged with the regulation and control of the British traders, but the Siamese Government reserved the right to prohibit, when necessary, the exportation of rice, salt, and fish. There were several other provisions, and a general condition that whatever other privileges or advantages might hereafter be conceded to any other nation should be equally extended to Great Britain.

Considerable extension of trade followed upon each of the commercial treaties of this epoch, but it need hardly be said that the development of Siam does not compare with either Japan or China. That the country has large commercial capabilities can hardly be doubted, and Mr. Holt Hallett in especial has indicated what may be expected if a railway were constructed from Bangkok to the Chinese frontier, with a branch connecting at the British-Burmah frontier with a line to Moulmein. These things are in the dim and distant future as yet, but the time may come when Bangkok will again rank among the leading commercial cities of the East.

Remembering how a steam-yacht was the beginning of steam navigation by the Japanese, one may imagine that even in the present year of grace the Siamese have begun a new departure. The handsome, and somewhat formidable, armed pleasure-vessel which Messrs. Ramage & Ferguson, of Leith, have lately constructed for the King of Siam, is not only an interesting fact in itself, but may, perchance, be the precursor of long lines of steamers to be under the Siamese flag.

In the meantime Siam has been well brought within the band of steam communication by British, Chinese, and Japanese enterprise. Several lines of steamers now make occasional calls at Bangkok, or Saigon, or connect with the by branch services—notably the British India, the "Japan" Line from Hamburg, Antwerp, and London, the "China Mutual," and the Ocean Line; while the Messageries Maritime, the North German Lloyds, the Hansa, and other lines work up a connection more or less direct with Continental ports.

The tremendous influence which the development of steam navigation has had upon the Straits Settlements can only be understood by those who knew Singapore and Penang in the old days. The present traffic of those ports would have seemed absolutely incredible in the time of John Company. Penang is a stopping-place for most of the liners passing up and down the Straits, but Singapore is a sort of Charing Cross of the East, for it is the half-way station between India and China.

Moreover, Singapore is not merely a half-way station at which engines may pull up for rest and refreshment. It is the port for the reception and shipment of goods for a large and busy area, and it is one of the handiest places for coaling and repairs in Eastern water. And it is a place in which all the races of the East seem to meet, in one continuous rushing stream, with the races from the West.

At Singapore not far short of 4,000 vessels of all flags now enter the harbour every year, including some of the largest and most notable steam-liners in the world. It is estimated that this port has direct steamer connection with upwards of one hundred and fifty ports in the East and West regularly all the year round.

Yet its history as a British possession is little more than half a century old. In 1819 the settlement was founded by Sir Stamford Raffles, but its progress at first was slow. Then it took a start and acquired considerable importance in John Company's time, even before it was amalgamated with Penang and Malacca under the Government of the Straits Settlements. This was in 1867, since which year the history of Singapore has been one of continuous development, both as a trading centre, a coaling place, and a depôt for the merchant and war fleets in Eastern waters.

Between 1850 and 1870 the British exports to the Straits Settlements jumped from about half a million to more than two and a quarter millions sterling, but that was nothing to the increase in the shipping making this port a half-way house. Between 1850 and 1870 was what may be called the age of commercial treaties, and in the expansion of trade which resulted from them the lines of steam communication in the East began to spread in all directions. Since 1870 the ramifications have become even more remarkable, and what Point de Galle used to be in the old days to the Anglo-Indian traffic, Singapore has become to most of the traffic of the Eastern world.

Here also, it should be noted, is the connecting-link of the British, French, German, Chinese, and Japanese lines with the great monopoly of the Netherlands India Steam Company, which serves with its great fleet all the islands of the Dutch East Indies. This concern was founded in 1866, with a liberal subsidy from the Dutch Government, but chiefly by means of the energy and enterprise of the British India Company, which provided a large part of the capital. For a long time it was a sort of appendix to the British India, but is now quite separate, with head-quarters in Holland and in Batavia. In little more than twenty years its fleet has grown to over thirty vessels, the greater number of which are constantly and exclusively employed in traffic east from Singapore.—*Fairplay.*

CHILDREN starving to death on account of their inability to digest food will find a most marvellous food and remedy, in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. Very palatable and easily digested. Read the following testimonial:—"I have prescribed 'Scott's Emulsion' in cases of children suffering from wasting and mal-nutrition and can report most favourably of its good effect; it has been in each case taken most readily."—W. PERKINS, M.R.C.S., Medical Superintendent, Butleigh Hospital. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—[*Advt.*

## *CHINA COAST METEOROLOGICAL REGISTER.*

11th January, 1893.—At 4 p.m.

| STATION. | Barometer reduced to level of sea. | Temperature. | Humidity. | Wind. Direction. | Wind. Force. | Weather. | Rain last 24 hours. |
|---|---|---|---|---|---|---|---|
| Fahie | 29.88 | ... | ... | N | 4 | ... | ... |
| Nagasaki | ..... | ... | ... | ... | 0 | ... | ... |
| Shanghai | 30.14 | 40 | 88 | NW | 3 | ... | ... |
| Fecchow | ..... | ... | ... | ... | 0 | ... | ... |
| Amoy | 29.99 | 70 | 71 | ENE | 2 | ... | ... |
| Aspiag | ..... | ... | ... | ... | 0 | ... | ... |
| Swatow | 30.00 | 64 | ... | NE | 1 | 0 | ... |
| Hongkong | 29.96 | 62 | 83 | SW | 1 | 0 | ... |
| Victoria Peak | ..... | ... | ... | E | 1 | ... | ... |
| Cap Rock | 29.94 | 70 | 86 | ESE | 4 | ... | ... |
| Canton | 29.94 | 70 | 86 | ENE | 1 | 5 | ... |
| Macao | 29.96 | 68 | 78 | E | 2 | 0 | ... |
| Hoihow | ..... | ... | ... | ... | ... | ... | ... |
| Haiphong | 29.85 | 73 | 85 | SE | 1 | 0 | ... |
| Bolinao | 29.83 | 80 | 75 | NW | 1 | 0 | ... |
| Manila | 29.85 | 86 | 68 | E | 2 | 0 | ... |
| Cape St. James | ..... | ... | ... | NE | 2 | 0 | ... |

12th January, 1893.—At 10 a.m.

| STATION. | Barometer reduced to level of sea. | Temperature. | Humidity. | Wind. Direction. | Wind. Force. | Weather. | Rain last 24 hours. |
|---|---|---|---|---|---|---|---|
| Tokyo | ..... | ... | ... | ... | ... | ... | ... |
| Nagasaki | ..... | ... | ... | ... | ... | ... | ... |
| Shanghai | ..... | ... | ... | ... | ... | ... | ... |
| Fecchow | ..... | ... | ... | ... | ... | ... | ... |
| Amoy | 30.10 | 58 | 88 | NE | 4 | 0 | ... |
| Aspiag | ..... | ... | ... | ... | ... | ... | ... |
| Swatow | ..... | ... | ... | ... | ... | ... | ... |
| Hongkong | 30.05 | 61 | 90 | E | 1 | 0 | ... |
| Victoria Peak | ..... | ... | ... | ESE | 3 | ... | ... |
| Cap Rock | 30.08 | ... | ... | ENE | 5 | ... | ... |
| Canton | 30.04 | 66 | 79 | SE | 1 | 0 | ... |
| Macao | ..... | ... | ... | ... | ... | ... | ... |
| Hoihow | ..... | ... | ... | ... | ... | ... | ... |
| Haiphong | 29.88 | 70 | ... | ESE | ... | b | ... |
| Bolinao | 29.94 | 78 | 80 | SE | ... | 0 | ... |
| Manila | ..... | ... | ... | ... | ... | ... | ... |
| Cape St. James | ..... | ... | ... | NE | 7 | 0 m | ... |

Barometer falling slight. Gradients moderate for east winds. Weather 1—cloudy, squally and thick. (Issued at 10.38 a.m.)

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, *b* Blue sky, *c* Detached clouds, *d* Drizzling rain, *f* Fog, *g* Gloomy, *h* Hail, *l* Lightning, *o* Overcast, *p* Passing showers, *q* Squally, *r* Rain, *s* Snow, *t* Thunder, *v* Visibility, *w* Dew wet). 7—Rain in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 12th January, 1893.

## *HONGKONG REGISTER.*

| | Previous day 4 p.m. | On date at 10 a.m. | On date at 4 p.m. |
|---|---|---|---|
| Barometer | 29.96 | 30.05 | 29.99 |
| Temperature | 62 | 61 | 63 |
| Humidity | 83 | 92 | 82 |
| Direction of wind | E | E | E |
| Force | 1 | 1 | 4 |
| Weather | 9 | b 0 | 0 |
| Rain | ... | 0.07 | — |

Highest open air temperature on the 11th.....62
Lowest open air temperature on the 12th.....60

W. DOBERCK.

Hongkong Observatory, 12th January, 1893.


# To-day's Advertisements.

ST. JOHN LODGE

OF HONGKONG,
No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 12th inst., at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited.

Hongkong, 12th January 1893. [82

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FOKIEN,"

Captain Davis, will be despatched for the above Ports, on SUNDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 12th January, 1893. [95

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"
FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 12th January, 1893. [4

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "BELGIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 12th January, 1893. [2

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTY-THIRD ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, BANK BUILDINGS, Queen's Road Central, on MONDAY, the 30th instant, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts declaring a Dividend, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 30th instant, inclusive.

By Order of the Board of Directors.

T. ARNOLD,
Secretary.

Hongkong, 12th January, 1893. [94

NOTICE.

NOW READY!

THE "BOKHARA" DISASTER.

A FULL DESCRIPTIVE REPORT of the "BOKHARA" DISASTER

With all Particulars, Reports of Interviews with SURVIVORS, the Cruise of the *Thalia*, official reports of the Chief Officer, the *Ancona*, and the *Porpoise*, the MARINE COURT OF INQUIRY and its FINDING, experiences of other Steamers in the same Typhoon, the *Normand* disaster, &c., &c.

(*All carefully Revised and Edited*),

NOW READY.

THIS IS THE ONLY COMPLETE REPORT OF THE DISASTER.

PRICE .....FIFTY CENTS.

Orders should be sent in to

THE MANAGER
*Hongkong Telegraph* Office,
Pedder's Hill.

Hongkong, 26th October, 1892.

# Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on MONDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 9th January, 1893. [80

CATHAY CHAPTER, No. 1165.

A REGULAR CONVOCATION of the above Chapter will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 17th inst., at 8.30 for 9 p.m precisely. Visiting Companions are cordially invited.

Hongkong, 9th January, 1893. [81

VICTORIA PRECEPTORY.

A REGULAR MEETING of the Victoria Preceptory will be held on THURSDAY, the 19th instant, at 8.30 for 9 p.m precisely. Visiting Companions are cordially invited to attend.

Hongkong, 11th January, 1893. [91

## Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
ON
WEDNESDAY, the 18th January, 1893, commencing at 11 A.M. Sharp,
at the
CANADIAN PACIFIC RAILWAY Co.'s GODOWNS,
No. 3, Blue Buildings, Praya East.
A QUANTITY OF
SURPLUS STORES,
Consisting of:—
ASSORTED SOUPS in 2 lb. Tins, ROAST VEAL, MARMALADE, SARDINES, RED HERRINGS, FINDON HADDOCKS, HARICOT MOYENS, ASSORTED SAUCES, DANISH BUTTER, LARD, SEMOLINA, SPLIT PEAS, FLOUR, VERMICELLI, MACCARONI, RICE, TIERCES OF PRIME MESS BEEF, BARRELS OF PORK, MILK, BLACKING, TOBACCO, DUNGAREE and SERGE CLOTHING, SILICATI COTTON, HAIR-MATTRESSES, HUNYADI JANOS WATER,
&c., &c., &c.
ALSO
ONE SMALL ENGINE, with connections, SMALL IRON TANKS, EMPTY IRON DRUMS and CASKS, OLD ROPE, OLD METAL (IRON & LEAD), OLD ELECTRIC CABLE, OLD IRON BARROWS, OLD WIRE ROPE, AERATED WATER and other EMPTY BOTTLES, BROKEN GLASS,
&c., &c., &c.
TERMS OF SALE:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 11th January, 1893. [91

NOTICE.

THE Undersigned has received instructions from H. B. M. CONSUL to Sell by
AUCTION,
at 2 P.M.
ON
SATURDAY, the 21st January, 1893, (unless previously disposed of),
The British Barque
"CONFERENCE,"
399 tons, with her GEAR and TACKLE, as she at present stands in Amoy Harbour.
For particulars apply to the Undersigned.
W. WILSON,
Auctioneer.
Amoy, 31st December, 1892. [68

PUBLIC AUCTION.

THE Undersigned has received instructions from the GOVERNMENT of HONGKONG to Sell by
PUBLIC AUCTION,
ON
TUESDAY, the 31st of January, 1893,
AT NOON,
at his SALES ROOMS, Queen's Road.
A LARGE PORTABLE
STEAM FIRE ENGINE,—
by Messrs. MERRYWEATHER & SONS, with patent quick Steam-Raising Boiler, complete,
AND
TWO FIRE MANUAL ENGINES, by Messrs. SHAND & MASON.
Particulars of these Engines can be obtained upon application at the MAGISTRACY, to the Superintendent of the Hongkong Fire Brigade.
TERMS OF SALE: Cash before delivery. All Lots with all faults and errors of description at purchaser's risk on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 9th January, 1893. [85

## To be Let.

TO LET.

HOUSES in KNUTSFORD TERRACE, Kowloon.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 1st November, 1892. [35

TO LET.

NEW HOUSES in RIPON TERRACE—Bonham Road, near Breezy Point.
No. 4, BLUE BUILDINGS.
FLOORS in Blue Buildings.
OFFICES—Second Floor, Praya Central (lately occupied by Messrs. Dunn, Melbye & Co.)
GODOWN, No. 1A, Blue Buildings.
SEMI-DETACHED HOUSES at Magazine Gap. Very cheap Rental.
Nos. 4, 5 & 6, VICTORIA VIEW, Kowloon.
FLOORS No. 5, Shelley Street.
No. 7, PRAYA CENTRAL, at present occupied by the New Oriental Bank in Liquidation.
No. 10, OLD BAILEY STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 31st December, 1892. [34

TO LET.

ONE LARGE FRONT ROOM, 1st Floor, Praya Central, 16.
Apply to
LAUTS, WEGENER & Co.
Hongkong, 6th January, 1893. [71

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

ROOMS TO LET.

FOR OFFICES and for CHAMBERS on the Ground and First Floors of the HOTEL facing Queen's Road and Pedder Street. With immediate entry if required.
For particulars, apply to
R. LYALL,
Secretary.
Hongkong, 8th December, 1892. [39

TO LET.

NO. 6, QUEEN'S ROAD (lately occupied by Atack).
OFFICES in No. 4, Praya Central (lately occupied by Messrs. Gilman & Co.).
No. 3, PEDDER'S HILL.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 3rd January, 1893. [33

TO LET,
WITH IMMEDIATE POSSESSION.

THE Large Handsome SHOP, No. 24, Queen's Road Central, lately occupied by Dakin Bros. of China, Limited.
*Also,*
Two Large AIRY ROOMS on the Top Floor of above.
Apply to
DAKIN, CRUICKSHANK & Co., LTD.,
Victoria Dispensary,
Hongkong, 2nd August, 1892. [32

## Intimations.

# CARMICHAEL & Co., LD.

GENTLEMEN'S DRESS SHOES and DANCING PUMPS,
WHITE CAMBRIC TIES with NECK STRAPS,
WHITE KID GLOVES in all sizes.
PORPOISE HIDE LACED BOOTS AND SHOES.
Knickerbockers, Knitted Stockings for Shooting, Cycling, or Golfing, Hand Knitted Scotch Fingering-Wool Socks.
3 Double Barrelled Fowling Pieces to be cleared at very reasonable prices.
CANADIAN DAIRY PRODUCE.
CARMICHAEL & CO., LTD.
18, Praya Central, Hongkong.
Hongkong, 9th January, 1892. [52

# THE MOUNT AUSTIN HOTEL,

Telegraphic address, "EXCELSIOR," Hongkong. A. B. C. Code. 1,400 FEET ABOVE SEA LEVEL. TELEPHONE No. 35.

TARIFF FROM DECEMBER 1ST, 1892, UNTIL APRIL 30TH, 1893, SUBJECT TO ACCOMMODATION BEING AVAILABLE.

| | |
|---|---|
| Board and Lodging by the Day, one person | $ 3.00 |
| Board and Lodging by the Day for Married Couples occupying one room | 4.50 |
| Board and Lodging by the Month, one person | 60.00 |
| Board and Lodging by the Month for Married Couples occupying one room | 100.00 |

(CHILDREN BY SPECIAL ARRANGEMENT.)

| | | | |
|---|---|---|---|
| Sitting-room by the Day | $ 2.50 | Tiffin | $ 1.00 |
| Sitting-room by the Month | 30.00 | Dinner | 1.50 |
| Extra Bed-room by the Day | 2.00 | European Servants by the Day | 1.00 |
| Extra Bed-room by the Month | 20.00 | European Servants by the Month (Bedroom extra) | 20.00 |
| Bed and Breakfast | 2.50 | Chinese Servants by the Day | 0.25 |
| Breakfast | 0.75 | | |

TRAMWAY TICKETS will be supplied to RESIDENTS and VISITORS at the Hotel at reduced rates.—For further Particulars apply at the Company's Offices, 38 and 40, Queen's Road Central, or to R. ISHERWOOD, Manager, Mount Austin Hotel.
Hongkong, 13th October, 1892. [1018

# W. BREWER.

RENSHAW'S Tennis Shoes, Buckskin Tops and Stained Hide Tops.
Gentlemen's Dancing Pumps.
Ladies' Evening Shoes.
Children's Walking Shoes in great variety.
Ball Programmes.
Menu Cards, Guest Cards.
Invitation Cards.
Letts' Diaries for 1893.
North China Anglo-Chinese Date Blocks.
Christmas Numbers of Truth and Yule Tide.
Howard & Co. Dance Annual, 40 cents.
Phillip and Page's Dance Annual, 40 cents.
Enoch's Dance Annual, 40 cents.
Comic Albums and Comic Songs, a large selection.

W. BREWER,
UNDER HONGKONG HOTEL.
Hongkong, 4th January, 1893. [40

THE
# HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A. B. C. Code.—TELEPHONE, No. 32.

*PROPRIETORS*.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.
The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.
THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *cuisine* being under experienced supervision.
THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.
The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new, Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.
A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour adjoins the HOTEL, and is under the same Management.
The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.
HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.
*NIGHT PORTERS and WATCHMEN* are continually on duty.
R. TUCKER
*Manager.*
Hongkong, 12th February, 1892. [108

## Hotels

WINDSOR HOTEL,
*(In Connaught Buildings),*
QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in "WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE.
Cuisine under European management. Each Bed-room has its own Bath-room. Hot and Cold water. Passenger Elevator to all Floors.
Charges from $2 per day upwards.
Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor.
Hongkong, 23rd August, 1892 [25

TRAVELLERS HOTEL,
*No. 18 & 18, Queen Victoria Street.*

WINES AND SPIRITS OF THE BEST QUALITY ONLY.
BEER ON DRAUGHT.
MEALS ALL HOURS, FIRST CLASS BEDS.
*TERMS VERY MODERATE.*
H. OLIVER,
Proprietor.
Hongkong, 19th December, 1892. [261

THE BOA VISTA HOTEL,
BISHOP'S BAY, MACAO.

THIS HOTEL is situated on the sea shore in one of the best and healthiest parts of Macao, and commands an admirable view facing the South. Its accommodation is unsurpassed in the Far East.
Every comfort is provided for Visitors, with an excellent Cuisine, and Wines, Spirits and Malt Liquors of the best brands.
Hot, Cold, Shower and Sea Water Baths. Large and well Ventilated Dining, Billiard and Reading Rooms, and a well supplied Bar.
A small Dairy is attached to the premises.
MRS. MARIA B. DOS REMEDIOS,
29] Proprietress.

HAUENSTEIN'S HOTEL,
AMOY.

THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors.
An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.
Terms Moderate.
K. HELLWIG,
Proprietor.
Amoy, 1st September, 1892. [93

PEAK HOTEL.
OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been Leased by the Proprietors of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.
SPECIAL WINTER RATES.
The Rates for BOARD and LODGING during the Winter Months, from November 1st to March 31st, have been reduced as follows:—

| | |
|---|---|
| One person, one month | $50.00 |
| Married couple (occupying one room) per month | 85.00 |
| One person per day | 2.50 |
| Married couple per day | 3.50 |

For full particulars apply to
VICTORIA HOTEL.
Hongkong, 25th October, 1892 [814

BAY VIEW HOTEL.

MR. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.
The Cuisine is unrivalled in Hongkong, and only the best Brands of Wines, Spirits, Cigars, etc., are kept in stock. Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.
Hongkong, 2nd May, 1892. [480

THE SHAMEEN HOTEL.
BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the 'River Steamer Wharves,' is now open to receive Visitors.
The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally, will be found equal to the best Hotels in the Far East.
The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.
Wines, Spirits, Malt Liquors, etc., of the best quality only.
A WELL APPOINTED BILLIARD-ROOM.
A. F. DO ROZARIO,
Manager.
Hongkong, 1st September, 1892. [97

## Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

*Belgic* .....Thursday, 19th Jan., '93.
*Oceanic*.....Thursday, 9th Feb., '93.
*Gaelic* .....Tuesday, 28th Feb., '93.

THE Steamship
"BELGIC"
will be despatched for San Francisco, *vid* Yokohama and Honolulu, on THURSDAY, the 19th January, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
From Hongkong, First-class.

| | |
|---|---|
| To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O... | $225.00 |
| To Liverpool and London | 325.00 |
| To Paris and Bremen | 345.00 |
| To Havre and Hamburg | 335.00 |

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

| DESTINATION. | 30 day Tickets. | Continuous Trip Tickets. |
|---|---|---|
| Kansas City, Mo., Omaha, Neb. | 285.00 | |
| St. Louis, Mo. | 292.50 | 291.50 |
| St. Paul, Minn., Minneapolis, Minn | 292.90 | |
| Chicago, Ill. | 297.50 | 295.00 |
| Milwaukee, Wis | 299.50 | 295.00 |
| Cincinnati, Ohio | 302.30 | 301.50 |
| Columbus, Ohio | 304.25 | 304.20 |
| Detroit, Mich | 304.95 | 302.75 |
| Cleveland, Ohio | 306.55 | 305.00 |
| Toronto, Canada | 309.95 | 307.45 |
| Pittsburg, Penn | 310.25 | 307.00 |
| Niagara Fall, N.Y., Buffalo, N.Y. | 311.00 | 308.50 |
| Washington, D.C., Baltimore, Md. | 317.90 | 311.75 |
| Montreal, Canada | 319.75 | 313.00 |
| Philadelphia, Penn | 319.75 | 312.50 |
| New York | 319.75 | 315.00 |
| Boston, Mass | 321.15 | 317.00 |
| Portland, Maine | 327.25 | 317.00 |

All the above Rates are in Mexican Dollars.
Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.
Through tickets issued to Passengers booking to Europe or to Overland points, are good for transportation across the America, Continent, *via* the Union Pacific Railway System only.
Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

| | |
|---|---|
| 4 months | $337.50 |
| 12 months | $393.75 |

Time is reckoned from date of issue to date of re-embarkation at San Francisco.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 72 Queen's Road Central.
J. S. VAN BUREN, Agent.
Hongkong, 21st December, 1892. [2

## Intimations.

LEVY HERMANOS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.
Sole Agents for PATEK PHILIPPE & Co., Geneva. A great variety in Fancy Goods and Optical Instruments.
10, QUEEN'S ROAD CENTRAL,
73] Opposite the Telegraph Office.

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. [632

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCKMAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES,
No. 8, Queen's Road Central. [633

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.
L. MALLORY.
Hongkong, 24th June, 1881. [661

SIEN TING,

SURGEON DENTIST,
*No. 10, D'AGUILAR STREET.*
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1892. [966

ONE BOX OF CLARKE'S B 41 PILLS is warranted to cure all discharges from the Urinary Organs, in either sex (acquired or constitutional), Gravel and Pains in the Back. Guaranteed free from Mercury. Sold in Boxes, 4s. 6d. each, by all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [116

## Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.

*Peru*.....Saturday, 28th Jan.
*City of Rio de Janeiro* ..Saturday, 18th Feb.
*City of Peking* (via Honolulu) .....} Saturday, 11th March.

THE U. S. Mail Steamship
"PERU"
will be despatched for SAN FRANCISCO, *vid* YOKOHAMA, on SATURDAY, the 28th Jan., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First-class.

| | |
|---|---|
| To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O... | $225.00 |
| To Liverpool and London | 325.00 |
| To Paris and Bremen | 345.00 |
| To Havre and Hamburg | 335.00 |

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

| DESTINATION. | 30 day Tickets. | Continuous Trip Tickets. |
|---|---|---|
| Kansas City, Mo., Omaha, Neb | 285.00 | |
| St. Louis, Mo. | 292.50 | 291.50 |
| St. Paul, Minn., Minneapolis, Minn | 292.90 | |
| Chicago, Ill. | 297.50 | 295.00 |
| Milwaukee, Wis | 299.50 | 295.00 |
| Cincinnati, Ohio | 302.30 | 301.50 |
| Columbus, Ohio | 304.25 | 304.20 |
| Detroit, Mich | 304.95 | 302.75 |
| Cleveland, Ohio | 306.55 | 305.00 |
| Toronto, Canada | 309.95 | 307.45 |
| Pittsburg, Penn | 310.25 | 307.00 |
| Niagara Falls, N.Y., Buffalo, N.Y. | 311.00 | 308.50 |
| Washington, D.C., Baltimore, Md. | 317.90 | 311.75 |
| Montreal, Canada | 319.75 | 313.00 |
| Philadelphia, Penn | 319.75 | 312.50 |
| New York | 319.75 | 315.00 |
| Boston, Mass | 321.15 | 317.00 |
| Portland, Maine | 327.25 | 317.00 |

All the above Rates are in Mexican Dollars.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and the families.
Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

| | |
|---|---|
| 4 months | $337.50 |
| 12 months | $393.75 |

Time is reckoned from date of issue to date of re-embarkation at San Francisco.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *vid* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.
J. S. VAN BUREN, Agent
Hongkong, 11th January, 1893. [1

F. Blackhead & Co.,
*SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS*
*NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS,*
No. 7, Praya Central,
HONGKONG.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION for the
BOTTOMS OF IRON and STEEL SHIPS.
HARTMANN'S GREY PAINT for coating the insides of STEEL SHIPS,

MOTOR LAUNCHES PATENT DAIMLER.
DAIMLER INDUSTRIAL MOTORS.
TRAMWAYS, COACHES and FIRE ENGINES.

LIFE-BUOYS, LIFE-RAFTS, LIFE-BELTS to Board of Trade Rules.

ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
*ALWAYS IN STOCK*
AT
REASONABLE PRICES.

CARDIFF, AUSTRALIAN and JAPAN COALS, supplied at the shortest notice to Steamers at lowest market rates.
Hongkong, 21st October, 1892. [152

## Mails.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

*Empress of China* | Wednesday | Jan. 25th, '93.

THE R. M. S.
"EMPRESS OF CHINA,"
sailing at Noon, on WEDNESDAY, the 25th January, 1893, with Her Majesty's Mails, will proceed to VANCOUVER, *via* SHANGHAI, KOBE, INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

| TO | One Way Fares. | Prepaid return. 4 mos. | Prepaid return. 12 mos. |
|---|---|---|---|
| Vancouver, Victoria, Esquimault, New Westminster, B.C. | 225 | 338 | 394 |
| Port Townsend, Seattle, Tacoma, Wash. | 225 | 338 | 394 |
| Portland, Ore., San Francisco | 225 | 338 | 394 |
| Banff, Calgarry, Alba | 255 | 383 | 447 |
| Winnipeg, Man. | 275 | 413 | 482 |
| To Minneapolis, St. Paul, Duluth, Minn | 285 | 428 | 499 |
| Chicago, Ill., Kansas City, St. Louis, Mo | 295 | 443 | 517 |
| Milwaukee, Wis | 295 | 443 | 517 |
| Detroit, Mich., Cincinnati, Cleveland, Columbus, O. | 305 | 458 | 534 |
| Hamilton, London, Toronto, Ont. | 305 | 458 | 534 |
| Buffalo, Niagara Falls, N.Y. | 310 | 465 | 543 |
| Kingston, Ottawa, Ont., Montreal, Quebec, Que. | 310 | 465 | 543 |
| New York, Albany, Troy, Rochester, N.Y. | 310 | 465 | 543 |
| Baltimore, Md., Philadelphia, Pittsburg, Pa. | 310 | 465 | 543 |
| Washington, D.C., Boston, Mass., Portland, Me. | 310 | 465 | 543 |
| Halifax, N.S., St. John, N.B. | 310 | 465 | 543 |
| Liverpool and London via Liverpool | 335 | 575 | 650 |
| Paris, via Liverpool and London | 345 | not issued | |
| Havre, via Liverpool | 335 | not issued | |
| Bremen, " | 345 | not issued | |
| Hamburg, " | 335 | not issued | |

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places, quoted on application.
The Steamers call at Victoria to land and embark passengers.
Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.
Through Passage Tickets granted to England France, and Germany by all trans-Atlantic lines of steamers.
Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.
CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.
Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C.
Parcels must be sent to the Company's Office with address marked in full by 5 P.M. on the day previous to sailing.
For further information as to Passage or Freight, apply to
E. HOLLOWAY,
General Agent.
Office, Pedder's Street.
Hongkong, 28th December 1892 [3

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

*Victoria* ..... | Tuesday... | January 17th.
*Tacoma* ..... | Tuesday... | February 14th.
*Flintshire* ..... | Tuesday... | March 14th.

THE Steamship
"VICTORIA,"
Captain J. Panton, R.N.R., sailing at Noon, on TUESDAY, the 17th January, 1893, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.
Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.
Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.
Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.
For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 31st December, 1892. [4

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.
Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says
"It is the best Disinfectant in use."
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 10th June, 1888; [9

Printed and Published by ROBERT FRASER, SMITH, No. 6, Pedder's Hill, in the city of Victoria, Hongkong.